

**Map notes for Citizen Advisory Committee Study Area Bus Tour (Saturday, January 15, 2011).**

Site #	Description
1	<ul style="list-style-type: none"> <li>Factoria Village is to our right. It is not in the study area as it was the subject of study in recent years. However, it does play a role in the economics of the study area so we want to maintain an awareness of it.</li> </ul>
2	<ul style="list-style-type: none"> <li><b>124 Ave SE Project (2011):</b> There are currently no bicycle facilities connecting the north end of 124<sup>th</sup> Ave SE to the intersection of Factoria Blvd and SE 36<sup>th</sup> Street. In 2011, the City is proceeding with construction of the 124<sup>th</sup> Avenue SE Connection; a grant funded project built on WSDOT ROW that will construct a 10' wide paved multi-purpose trail connecting the north end of 124<sup>th</sup> Avenue SE near SE 38<sup>th</sup> Street to the existing Mountains to Sound Greenway trail along I-90. A mid-block crossing on 124<sup>th</sup> Avenue SE just south of SE 38<sup>th</sup> Street will be constructed, including a small island for refuge. Since 2004 there have been more than 10 pedestrian or bicycle accidents (most with injuries) along SE 38<sup>th</sup> and the portion of Factoria Boulevard connecting to the regional trail. Completing the trail will allow bicyclists to bypass the congestion along Factoria Blvd; improving both comfort and safety. The project was identified as a high priority in the city's 2005 Factoria Area Transportation Study. It was subsequently prioritized into the city's 2006-2017 Transportation Facilities Plan as project TFP-165. The total project cost is estimated to be \$1.2 million. \$4 of every \$5 in project costs will be funded through grants. Construction started first quarter 2011, construction through Summer 2011, open to public Fall 2011.</li> </ul>
3	<ul style="list-style-type: none"> <li>SE 38<sup>th</sup> marks the south boundary of the study area</li> <li>Identify/describe the land use districts</li> <li>Age/type of development west of Factoria Blvd</li> <li>Factoria Village, T-Mobile, and other commercial uses are located east of Factoria Blvd</li> <li>T-Mobile utilizes Factoria Village and surrounding businesses heavily during lunchtime</li> <li>Newport Corporate Center (home of T-Mobile) has highest density outside of downtown (at least pre-Bel-Red zoning)</li> </ul>
4	<ul style="list-style-type: none"> <li><b>Factoria Blvd Project (2004)</b> - Added a right-turn lane southbound from I-90 off ramp at SE 36th to Factoria Mall Parking Lot. Constructed a new traffic signal and realigned Factoria Mall South driveway at SE 40<sup>th</sup>. Eliminated Two-way left-turn lane and added a new median and 5 U-turns to allow left-turn access throughout the corridor. Significantly reduced the number of accidents (particularly dangerous T-bone accidents). Provided updated sidewalk and landscaping throughout the corridor. Added multiple public art features including: art railing, art bus shelter, concrete benches and sidewalk pavers. Construction cost for Factoria Boulevard was \$4.2 Million (Total Cost \$7.7 Million) and was completed in 2004.</li> <li><b>SCATS (2010):</b> In 2010, staff replaced the existing obsolete traffic computer system on Factoria Blvd with a new state of the art Sydney Coordinated Adaptive Traffic System (SCATS) and fiber optic communication system (Phase I Implementation). SCATS is currently on 9 intersections in Factoria (SE 32nd to Newport Way). It is also installed on 22 intersections in the CBD (NE 8th, NE 4th and Bellevue Way). These intersections were converted to SCATS during late October. We have been making adjustments since then as we see or have issues reported. The whole purpose of adaptive signals is to change the</li> </ul>

	<p>signal timing parameters to account for traffic that is actually on the road in almost real time. SCATS does this by measuring the cars in each lane at every signal during the green light. It makes adjustments (add/minus green time) based on what happened last cycle. SCATS wants to run the lowest cycle possible so it will adjust green times if possible, if it still needs more time then it will vote for a larger cycle.</p>
5	<ul style="list-style-type: none"> <li>▪ <b>Factoria Boulevard/SE 36th Street:</b> In terms of meeting travel demand, this intersection is the worst performing transportation facility in the project area. The primary issues associated with this intersection include the short distance between it and the intersection of SE Eastgate Way/Factoria Boulevard to the north, the high traffic demand associated with the I-90 ramps, and the lack of additional thru streets to connect across I-90, or to the east. Because of the limited opportunities for capacity related intersection improvements, and WSDOT's financial constraints relative to improving freeway access to eastbound I-90 from Factoria, only non-motorized improvements were recommended for this intersection in the Eastgate Preliminary Transportation Screening Analysis.</li> <li>▪ <b>Starting point of the "Eastgate Gap" in the Mountains to Sound Greenway Trail:</b> The City of Bellevue places a high value on bike and walking paths as a growing component of a healthy and sustainable life-style. There are a number of barriers for cyclists in the corridor. The most notable of these is along the Mountains to Sound Greenway which stretches along 100 miles of I-90 in Washington State from the waterfront in Seattle to Central Washington. Unfortunately, the MTSG through the Eastgate area is inadequate as a regional trail. The Greenway ends abruptly at Factoria Blvd. The next multi-use trail begins 1.9 miles east at the Sunset Trail. There is a great deal of public support for this project; the following is a sampling of there comments received on the on-line questionnaire: "(1) There needs to be a better way for bicyclists to cross Factoria Blvd to/from the eastern end of the I-90 Trail. The missing link in the Greenways Trail from Factoria to the trail on the north side of I-90 near 161st Ave should be completed. (2) Help connect our City to the MTS Greenway with a bicycle/walking trail along I-90 that is safe, beautiful, and Bellevue can be proud of. (3) Difficult traffic starting at Factoria Blvd, dangerous for bikers and pedestrians once off the bike path that ends on Factoria Blvd." The Eastgate/I-90 Project provides an opportunity to explore ways to address this missing link. An important component of this effort will be consideration of engineering solutions to facilitate pedestrian and bicycle movements across intersections in the study area. The City of Bellevue's Pedestrian and Bicycle Transportation Plan, adopted by Council in 2009, identifies this missing link as a high priority project. Additionally, the Comprehensive Plan references this project in the Urban Design Element (Policy UD-53): "Integrate into the designs of frontage roads along the I-90 freeway corridor the Mountain-to-Sound greenway concept. Give particular attention to multi-use trails, large-scale landscaping, and pedestrian amenities."</li> </ul>
6	<ul style="list-style-type: none"> <li>▪ Note uses on properties east of Factoria Village, Newport Corporate Center</li> </ul>
7	<ul style="list-style-type: none"> <li>▪ Most of the parcels east of 135<sup>th</sup> were developed fairly recently, as office buildings</li> <li>▪ Parcels are relatively shallow</li> <li>▪ Hillside behind (south of) office development provides transition from commercial to residential</li> <li>▪ Point out the divide created by I-90 between the north and south parts of the study area</li> </ul>
8	<ul style="list-style-type: none"> <li>▪ <b>SE 36<sup>th</sup> Street Bike Lanes (2010):</b> Until this past summer, there were no bicycle facilities along SE 36<sup>th</sup> Street between Factoria Blvd and 142 Place SE. This was a challenge for cyclists confronted with a steep grade and high traffic volumes. The 2010 overlay program resulted in an improved cyclist environment on SE 36<sup>th</sup> Street - from Factoria Blvd. to east</li> </ul>

	<p>of 146<sup>th</sup> Ave SE (6500') and SE 36<sup>th</sup> Street from Factoria Blvd. to 132<sup>nd</sup> Ave SE. (1000'). Pavement overlay projects are good opportunities to provide additional space for bicycling by restriping the roadway to provide bike lanes or wide curb lanes. Despite these improvements, the current facility is regarded as an interim facility (before we are able to realize the MTSG Trail); even with the 2010 improvements, shoulders along SE 36th Street parallel to I-90 are of inconsistent width and interrupted with utility covers.</p> <ul style="list-style-type: none"> <li>▪ <b>Opportunities to improve North-South pedestrian and bicycle transportation connectivity in the corridor:</b> Limited freeway crossing points for local traffic result in out-of-direction travel for many cross-freeway trips and heavy vehicular traffic at the available crossings. The existing crossings are located at SE 35th Place (the tunnel); the grade separated non-motorized crossing parallel to 148th/150th Avenues SE, SE 142nd Place SE, and at Factoria Boulevard SE/Richards Road. An additional north-south roadway serving vehicles between Richards Road and 142nd Place SE would be difficult to construct given the existing terrain (NE 36th Streets and Eastgate Way are at roughly the same grade as I-90). However, an additional non-motorized overcrossing could provide a significant benefit to pedestrians and bicyclists by providing improved access to future growth areas, and an alternative facility away from existing congested roadways. The <i>Eastgate Preliminary Transportation Screening Analysis</i>, recommended that a non-motorized bridge be constructed over I-90 to link the future office area east of Richards Road / SE Eastgate Way to the office and residential areas south of I-90, including SE 36th Street and the Mountains to Sound Greenway along Eastgate Way.</li> <li>▪ <b>Congestion along 142nd Place SE:</b> During the PM peak, the SE 142nd Place SE overcrossing is heavily congested. The bridge provides transit, pedestrian and general vehicle access to the Eastgate Park-and-Ride, the I-90 HOV lanes, and Bellevue College on the north side. The congestion occurs at the HOV direct access ramp terminals when vehicles attempt turns and crossings are blocked by heavy pedestrian traffic.</li> </ul>
9	<ul style="list-style-type: none"> <li>▪ <b>150<sup>th</sup> Ave SE Project (2007):</b> This partnership project between the City, WSDOT and King County. Constructed a new NB left turn lane at SE 38th and fixed lane alignment allowing protected left-turns southbound. Added right-turn pocket at SE 36th Street. Added a U-turn west of SE 38th to address Allen Road/SE 38th intersection problems (problematic left-turns to Allen Road). Significant cost savings (\$800,000) by installing storm water detention tank in Church parking lot. Avoided costly right-of-way total take of Shell Gas Station site. Provided continuous ADA compliant sidewalk on east side of 150th. 150th project was \$3.7 Million (total cost \$5.8 Million) and was completed in 2007.</li> <li>▪ <b>150th Avenue SE at SE 37th Street and SE 38th Street:</b> These two signalized intersections are in close proximity to each other. Traffic coming from the west along SE 38th Street destined further east (either to I-90 or East Bellevue) must turn left (northbound) onto 150th Avenue SE, and turn east onto SE 38th Street. A significant amount of PM peak traffic makes this movement to access I-90 eastbound, because there is not an eastbound ramp to I-90 in Factoria. This movement creates a bottleneck along SE 38th Street, and on 150th Avenue SE. Arterial congestion at this location is, in part, a byproduct of extremely high interchange volumes and a lack of available storage on SE 37th Street.</li> <li>▪ <b>150<sup>th</sup> Ave SE Boulevard Design:</b> The Comprehensive Plan identifies 150<sup>th</sup> Ave SE as a "boulevard" that should reinforce the image of Bellevue as a "city in a park." It includes the following guidance: (1) Utilize features such as gateways, street trees, median plantings, special lighting, separated and wider sidewalks, crosswalks, seating, special signs, landscaping, decorative paving patterns, and public art. (UD-42); (2) Encourage special streetscape design for designated intersections that create entry points into the</li> </ul>

	<p>city. (UD-44); (3) Establish attractive gateways at all key entry points into the city and into smaller districts and communities within the city. (UD-45); (4) Ensure that all development abutting the freeway corridors includes special design features which provide an attractive entrance to the city and presents the city in an attractive manner. (UD-52) In the Eastgate/I-90 Project, staff will develop boulevard design concepts for 150<sup>th</sup> Ave SE that both respond to and help define the Eastgate/I-90 corridor.</p>
10	<ul style="list-style-type: none"> <li>▪ <b>150 Ave SE/SE 37<sup>th</sup> Street:</b> At 150 Avenue SE and SE 37<sup>th</sup> Street, NB queues during the PM peak hour affect operations at the intersection. Traffic congestion is compounded by heavy eastbound queues to the I-90 on-ramps.</li> <li>▪ <b>TFP-195 (150th Avenue SE / SE 37th Street / I-90 off-ramp widening):</b> Approximately 1,800 vph enter I-90 from the EB ramps during the PM peak and must merge with the mainline which is operating at capacity. The onramp to eastbound I-90 has a meter, and when the freeway mainline gets heavy the meter will backup traffic to the point of grid-locking intersections on 150<sup>th</sup> Ave SE (both at SE 37<sup>th</sup> Street and 38<sup>th</sup> Street). When the 150<sup>th</sup> Avenue NE (2007) project was designed, it included an extra lane on SE 37<sup>th</sup> Street so people would not get trapped in the backup. Unfortunately that element was taken out of the project in order to meet budget. TFP-195 puts that lane back in. This un-funded roadway improvement project is identified in the City's mid-term Transportation Facility Plan. The project description for TFP-195 is: "Widen I-90 off-ramp 300' west of 150th Avenue SE and add a through lane. Widen SE 37th Street approximately 500' to the east of 150th Avenue SE to allow for a bypass lane on the right side of the street. Scope and cost may be modified based on ongoing analysis and coordination with the WSDOT I-90 Corridor Study."</li> <li>▪ <b>Interstate 90:</b> I-90 is clearly a defining feature of the project area. Many businesses and residents have located to the project area to benefit from the access it provides to areas to the east and west in the region. Because of its importance as a regional transportation corridor, I-90 daily traffic volumes are expected to increase significantly in the future. The 15<sup>0th</sup> Ave SE crossing carries nearly 50 percent of the total traffic crossing I-90 in the project area and approximately 60% of this traffic is interchange-related. As such, congestion on I-90 results in back-ups along 15<sup>0th</sup> Ave SE at SE 3<sup>8th</sup>/3<sup>7th</sup>/Eastgate Way. At our last CAC meeting, WSDOT staff outlined the Eastbound Auxiliary/Add Lane project recommendation from Eastgate to Lakemont identified in the I-90 Corridor Project. At present, 1 full lane of traffic enters I-90 in the p.m. peak hours and has to merge into the through lanes in a very short distance. This merge causes congestion back up to Richards Road. By providing an eastbound Auxiliary Lane, vehicles will have more space to enter the mainline traffic resulting a smoother merge and less congestion at this point. WSDOT's Eastbound Auxiliary/Add Lane project recommendation would have a significant benefit to both I-90 mainline and local arterial operations.</li> <li>▪ <b>Interstate Plantings:</b> At the Economic Development Forum, we heard a participant say: ""Feels like a place to get through, not a place to stay." We've been encouraged by the public to consider plantings to mitigate roadsides and interchange areas, as well as highlight important gateways and zones throughout the corridor. The cloverleaf areas in the Eastgate interchange are an opportunity for plantings; discussions are underway with WSDOT to explore the potential of developing interstate planting concepts that both respond to and help define the Eastgate/I-90 corridor. This is consistent with the Eastgate Subarea Plan that includes POLICY S-EG-18. "Encourage a gateway within the I-90 interchange to accentuate Eastgate as an entry into Bellevue. Discussion: The I-90 interchange at Eastgate is a major link between the northern and southern halves of the</li> </ul>

	<p>Subarea and is an access point for the freeway. A gateway should link both halves and include improved landscaping with seasonal color, pedestrian connections, lighting, district identification signs, and public artwork.”</p> <ul style="list-style-type: none"> <li>▪ <b>Interstate Wayfinding</b> – Bellevue staff has started meeting with WSDOT staff to assist them in changing out many of the overhead signs (and some shoulder mounted) along the I-90 corridor in the Eastgate area to better guide folks through that area. They plan on doing this work with their own crews starting March/April time frame and running through some of summer. This effort is in direct response to the community outreach received to date that speaks to the need for improved interstate wayfinding to Bellevue arterials/destinations.</li> </ul>
11	<ul style="list-style-type: none"> <li>▪ Identify Eastgate Plaza and surrounding uses (both in an outside of study area)</li> <li>▪ Council is interested in long-term health of Eastgate Plaza</li> <li>▪ Summarize market study challenges and opportunities</li> <li>▪ Might have potential for mixed-use development</li> </ul>
12	<ul style="list-style-type: none"> <li>▪ East of Eastgate Plaza there is a variety of uses (churches, temple, hotel, emission testing, RV park, Fox Sports Net)</li> <li>▪ RV park is interested in other development potential</li> <li>▪ Area contains combination of GC (General Commercial) and OLB (Office/Limited Business) zoning</li> <li>▪ Larger (1.7 to 13.7 acres), deeper parcels than those we saw west of 150<sup>th</sup></li> <li>▪ Dead-end circulation limits visual exposure</li> </ul>
13	<ul style="list-style-type: none"> <li>▪ <b>TFP-154 (148th/150th Avenue SE/I-90 westbound on-ramp to I-90 westbound off-ramp):</b> This un-funded roadway improvement project is identified in the City’s mid-term Transportation Facility Plan. The project description for TFP-154 is: “Widen by extending the third southbound lane on 148th Avenue SE from the on-ramp to westbound I-90 to south of Eastgate Way at the I-90 westbound off ramp. Scope and cost may be modified based on ongoing analysis and coordination with the WSDOT I-90 Corridor Study.”</li> <li>▪ <b>Bicycle considerations:</b> There are currently no bicycle facilities along Eastgate Way between 150 Ave SE and SE 35 Place. Widening the roadway would increase the clearance between bicycles and vehicles, improving bicycle safety along this corridor. Clearly transitioning bicyclists to the left side of right turn lanes and providing queue storage space for bicycles would also reduce the potential for bicycle/vehicle collisions. Bellevue’s 2009 Pedestrian and Bicycle Transportation Plan identifies this project as a high priority improvement: “Add a 5 foot-wide bike lane on the north/south sides of Eastgate Way from 148th Avenue SE to Phillips Hill Road (SE 35th Street).” (B-147-N and B-147-S)</li> </ul>
14	<ul style="list-style-type: none"> <li>▪ <b>SE Eastgate Way and Sunset Village Driveway:</b> This driveway location is presently unappealing to both pedestrians and motorists. Vehicles turning left are focused on selecting an acceptable gap in oncoming vehicular traffic and do not see and/or yield to a pedestrian in the crosswalk area (which doesn’t really exist). Additionally, the motorist, are exposed to the possibility of being struck by the motor vehicle whose view is obstructed by the stopped traffic in the adjacent lane (multiple threat crash). There have been a number of collisions over the years of vehicles turning left from the driveway to (eastbound Eastgate Way), who were hit by the inside thru westbound lane (looks like the curb lane in most cases was queued up and a vehicle left a gap to turn thru). As part of the Eastgate/I-90 project we’ll be looking at a variety of access management solutions to address this issue.</li> </ul>
15	<ul style="list-style-type: none"> <li>▪ <b>TFP 162 (156th Avenue SE at SE Eastgate Way - I-90 WB off-ramp):</b> This un-funded</li> </ul>

	<p>roadway improvement project is identified in the City's mid-term Transportation Facility Plan. The project description for TFP-162 is: "Widen the I-90 westbound off-ramp to provide two dedicated left turn lanes and a shared through/right lane with a channelized right turn. Scope and cost may be modified based on ongoing analysis and coordination with the WSDOT I-90 Corridor Study."</p> <ul style="list-style-type: none"> <li>▪ <b>Community comments:</b> We received numerous comments from the on-line questionnaire that the public is frustrated with the lack of route directness going from I-90 WB to NB on 148<sup>th</sup> Ave. The following is a representative comment from the on-line questionnaire on this consideration: "Fix the commuting problem; west bound traffic from I-90 to 148th North exits at 156th, must turn left on Eastgate Way then right to 148th really screws up traffic with lights. Also causes traffic to use 156th which needs to be retained as residential oriented. Need DIRECT, no lights, exit to 148th." Unfortunately, WSDOT funding for these types of ramps is unlikely given the WA State's budget constraints.</li> </ul>
16	<ul style="list-style-type: none"> <li>▪ Zoning is predominantly OLB, contains mostly office development</li> <li>▪ Development is relatively recent (some is very new)</li> <li>▪ Office use dominates, but some retail exists</li> <li>▪ Some structured parking, but most is surface</li> <li>▪ Some existing low-intensity land uses could provide redevelopment opportunities</li> </ul>
17	<ul style="list-style-type: none"> <li>▪ <b>Transportation Connectivity Considerations:</b> Today, businesses located east of 156th Avenue SE, north of Eastgate Way have limited access points, primarily 158th Avenue SE or 160th Avenue SE. Both of these roads only connect to Eastgate Way, thus all traffic accessing this business area is funneled to Eastgate Way. This adds to congestion at the intersections along Eastgate Way, including 156<sup>th</sup> Avenue SE/Eastgate Way, and 150th Avenue SE/Eastgate Way. The Eastgate Preliminary Transportation Screening Analysis, recommended that a future east-west road be considered to provide access from within the business park directly to 156th Avenue SE. This would provide capacity for internal circulation, and additional access points to distribute traffic to other roads away from Eastgate Way. A respondent to the on-line questionnaire had the following favorable comment about this concept: "The office parks on 160th Ave need alternate routes. I strongly encourage making a road connection from 160th to 156th Ave (either option A or B) and would also suggest considering a connector from 160th to 161st Ave. While most travel would continue to use Eastgate Way, these connectors would allow alternate routes out of the area. This is especially important in snowy weather where it can take hours to get out of the business park due to backups on Eastgate Way. Also, people living south of I-90 have very limited options for accessing Eastgate or parts of Bellevue north of I-90. We all end up on 150th Ave and compete with cross traffic and people entering or exiting I-90. It would be nice to have a way to cross I-90 that didn't involve competing with I-90 entrances or exits. I do hope the city will continue to encourage local business and services to stay in the area. They serve a vital need and help reduce the length of car trips. I'm encouraged to see that the preliminary studies have identified many important issues and potential solutions."</li> </ul>
18	<ul style="list-style-type: none"> <li>▪ Future City park is planned at the northeast end of the study area</li> <li>▪ Phantom Lake residents are concerned about growth impacts on the water quality and quantity in Phantom Lake</li> </ul>
19	<ul style="list-style-type: none"> <li>▪ <b>I-90 Tunnel at SE 35<sup>th</sup> Place:</b> From our on-line questionnaire we received the following comment: "Riding my bicycle there with such poor facilities for riding. Like Eastgate Way from SE35th St to 148th/150th and the cyclist death tunnel under I-90 (SE 35th St.) I also wish the excellent overpass near 148th had a better interface with SE 36th Street or that</li> </ul>

	<p>there was a good way to get to SE Allen Rd from the overpass." Specific to the I-90 tunnel portion of this comment, Bellevue's 2009 Pedestrian and Bicycle Transportation Plan identifies the need to "Increase sidewalk width on south side of I-90 tunnel to 10 feet to offer cyclists improved accommodation from SE 37th Street. Coordinate with WSDOT to improve lighting within the tunnel. Improve signing to the tunnel to increase awareness of cyclists. Component of priority bike corridor; NS-5: Spirit Ridge-Sammamish River Connection." (Project # O-135-S) This project, along with others identified in the 2009 Ped-Bike Plan will increase north-south and east-west non-motorized connectivity in the east end of the Eastgate area.</p>
20	<ul style="list-style-type: none"> <li>▪ Sunset Village once was home to a Safeway; replaced by two auto dealers</li> <li>▪ Some retail/commercial uses remain (Dairy Queen, Lil' Jon, etc)</li> <li>▪ This is the central "bowl" of the study area</li> <li>▪ Market report suggests this area is the natural focal point of the study area, but existing uses make change difficult</li> <li>▪ Might have potential for mixed-use development</li> </ul>
21	<ul style="list-style-type: none"> <li>▪ <b>148<sup>th</sup> Avenue SE/SE 28<sup>th</sup> Street projects (2003 &amp; 2005):</b> (1) SE 28<sup>th</sup> and entry 2003, (2) 148<sup>th</sup> started in 2004, completed early 2005. Project was a partnership between City, WSDOT and BCC. Constructed a new southbound 'leg' to the 148<sup>th</sup>/NE 28<sup>th</sup> Street intersection. Re-aligned entry to BCC off 148<sup>th</sup> and into campus, as well as parking areas. Eliminated dangerous "weave" from eastbound I-90 to northbound 148<sup>th</sup> to BCC. Added one-southbound lane on 148<sup>th</sup> with dedicated entrance to westbound I-90 on ramp. Added water quality treatment and storm water detention where previously none existed. Project also filled in missing gaps in the sidewalk and trail system.</li> </ul>
22	<ul style="list-style-type: none"> <li>▪ LDS Temple located across (east of) 148<sup>th</sup></li> <li>▪ Market report concluded that there is retail potential at the entrance to Bellevue College (if anchored by some College use)</li> <li>▪ Champions Center is on Landerholm Circle, but is just outside of study area. Champions is interested in having a public-oriented coffee shop</li> </ul>
23	<ul style="list-style-type: none"> <li>▪ Bellevue College is an internally-focused campus (physically). Is there desirability/opportunity for a more external orientation?</li> <li>▪ What are the future housing needs of Bellevue College? Where would it likely locate?</li> <li>▪ Are there potential physical and programmatic relationships to surrounding properties and uses?</li> </ul>
24	<ul style="list-style-type: none"> <li>▪ <b>Transit Routing through Bellevue College:</b> Bus routes serving Bellevue College operate a very circuitous routing through the historic core of the campus, which includes multiple speed bumps, hindering bus movements. These include routes 221, 245, 271, and 926. The existing route through the campus goes between a major new multi-story parking structure and a building entry which contributes heavy pedestrian crossing volumes throughout the day, delaying bus movements.</li> </ul>
25	<ul style="list-style-type: none"> <li>▪ <b>Snoqualmie River Road Transit Routing Concept:</b> Improving Snoqualmie River Road along the west side of the Bellevue College campus to 145th Place would provide more direct access for transit to most of the college's buildings and reduce transit running time. Buses could operate a more direct routing from the Eastgate Park and Ride via 142nd Avenue SE and 142nd Place SE, Snoqualmie River Road, Kelsey Creek Road to SE 24th Street (Routes 221,245,271 and 926). These roads would need to be reconstructed to accommodate buses. The roads would need a 12" concrete subsurface to accommodate the weight of regularly scheduled buses. In addition, bus stops in both directions would need to be</li> </ul>

	<p>added at the intersection of Snoqualmie River Road &amp; Kelsey Creek Road, while eliminating the stops at Tyee River Road &amp; Kelsey Creek Road and at Landerholm Circle SE &amp; SE 28th Street. The intersection of Snoqualmie River Road at Coal Creek Road would also need to be improved. Today, Snoqualmie River Road is not aligned with 142nd Avenue SE, and the north leg of 142nd Avenue SE (which serves a residential area) is too close to Snoqualmie River Road. An additional mid-route stop along Snoqualmie River Road could be considered to provide quicker pedestrian access to housing and campus facilities. The college closes Snoqualmie River Road during evening hours, so the road would need to be opened during a longer time period to serve transit during off-peak hours. The total estimated cost (including right-of-way) for reconstructing and widening the roads, improving the intersection at Snoqualmie River Road and Coal Creek Road, and new transit stops is approximately \$4.4 million (2009 dollars). The total potential cost savings to King County Metro, for restructuring the three routes (221, 271, and 926) is approximately \$538,000 annually. This is based on a total combined 16 minutes saved per round trip for all three routes.</p>
26	<ul style="list-style-type: none"> <li>▪ <b>Eastgate Park &amp; Ride:</b> Proximity to an expanding college, increasing employment, and a major transit facility have generated significant gains in transit ridership. Weekday ridership up substantially from 2,400 (2000) to 8,700 (2008), a 263% increase. Not surprisingly, the bulk of ridership activity (44%) occurs at the 5 story Eastgate P&amp;R facility. The Eastgate Park and Ride, new in 2004, provides space for 1,676 cars.</li> <li>▪ <b>Local bus considerations:</b> There is broad public support for a bus system that better meets local needs. Although regional transit connectivity is well-regarded (e.g., transit service to Seattle from the Eastgate Park &amp; Ride); many respondents find the local bus system lacking frequent and reliable service. The following is a representative comment from the on-line questionnaire: “I love what was done with the Park and Ride at Eastgate, with the access to the freeway for HOV, and to the overpass for Bellevue College. I would love to see more mass transit in the corridor: affordable, frequent, with good connection timing, so that more people would be encouraged to use mass transit (buses, light rail), so we could all see a diminution of car traffic, especially (for me) on 148th/150th and on Newport Way. As it is, connection timing for transfers at the P&amp;R are poor (25 minute wait, because the bus I wanted to transfer to, left 5 minutes before my bus arrived), and it is hard to justify to people to take the bus, when it costs more to take the bus through Bellevue, than it costs to drive, and certainly takes longer. I am a committed non-commuting bus-rider, but I can't convince my friends to ride the bus, when it costs more and takes longer! I don't think we will solve the traffic-mass transit pickle, until non-commuters see mass transit as actually more convenient than driving. Additionally, the more commuters using mass transit, between Seattle-Eastgate-Issaquah, the better the traffic situation for those who must drive.”</li> <li>▪ <b>Sound Transit Phase 3:</b> In November of 2008, voters in the central Puget Sound region approved the Sound Transit 2 ballot, to fund a series of transit improvements, including light rail, to be delivered between 2009 and 2023. Sound Transit 2 also included funding to study high capacity transit (HCT) options on I-90 that would look at potential routes and stations. This project will get underway in the next couple of years. At this time, there is no decision on what type of technology – bus rapid transit or light rail – might be implemented in the I-90 corridor from Bellevue to Issaquah in a potential ST3 Plan. That said, this project provides us with an opportunity to begin discussion w/ ST &amp; to lay the groundwork for a transit-supportive land use vision for this corridor. To support some preliminary discussions with the City of Issaquah, Sound Transit, and other agencies,</li> </ul>



	Bellevue staff will explore the potential for various HCT station locations in the area (an obvious one being at the Eastgate P&R).
27	<ul style="list-style-type: none"> <li>▪ Aging low-rise commercial buildings in this area (though not all)</li> <li>▪ Does the neighboring park-and-ride facility provide impetus for TOD / mixed-use development?</li> <li>▪ Lincoln Executive Center is interested in additional development potential</li> <li>▪ North portion of Lincoln Executive Center is zoned Light Industrial</li> <li>▪ What opportunities does the physical relationship of this area to Bellevue College provide?</li> <li>▪ Market report indicates additional office potential at this location</li> <li>▪ Some degree of retail might work here (market report did not identify that opportunity)</li> </ul>
28	<ul style="list-style-type: none"> <li>▪ <b>Pedestrian considerations on Eastgate Way:</b> The missing sidewalk segment on Eastgate Way is an area of concern. By way of example, the following is from an email from the Director of Church Operations @ East Shore Unitarian Church: “There is no sidewalk on either side of Eastgate; pedestrians are forced to share this major commuter road with large construction trucks, buses, cars, and bicycles. The steep hills on this stretch of road impede visibility for drivers as well. In my opinion, there is currently no stretch of road in the city as inherently unsafe for pedestrians due to the high volume of vehicle and foot traffic and lack of sidewalks.” Bellevue’s 2009 Pedestrian and Bicycle Transportation Plan identifies this as a high priority project: “Add a 6 foot wide sidewalk and 4 foot wide planter strip on the north side of Eastgate Way from Richards Road to 139th Avenue SE where not complete.” (S-378-N)</li> </ul>
29	<ul style="list-style-type: none"> <li>▪ Sunset Corporate Campus was developed recently (1990+) under a zoning agreement</li> <li>▪ Though market report indicates additional housing potential north of Sunset Corp Campus, zoning agreement and environmental constraints suggest otherwise</li> <li>▪ SE Eastgate Way is southern edge of the Richards Valley industrial area (zoned Light Industrial)</li> <li>▪ King County vacant parcel (once used as temporary park-and-ride) contains 14.5 acres, is zoned LI, and is vacant. Market report identifies this as a potential office location.</li> <li>▪ King County Humane Society lies adjacent to (west of) the vacant King Co. parcel.</li> </ul>
30	<ul style="list-style-type: none"> <li>▪ At Richards Road and Eastgate Way, the northbound queues (during both the AM and PM peak hours) impact the intersection of Factoria Boulevard and SE 36<sup>th</sup> Street, due to the short distance between these two intersections.</li> </ul>
31	<ul style="list-style-type: none"> <li>▪ General area contains a mix of office uses, multi-family, churches, single-family (not all within study area)</li> <li>▪ 32<sup>nd</sup> Street park lies along the south edge, above I-90</li> <li>▪ Area feels removed from other parts of the study area</li> </ul>
32	<ul style="list-style-type: none"> <li>▪ <b>Richards Road/SE 32<sup>nd</sup> Street:</b> SE 30th Street and SE 32nd Street currently dead-end, and businesses along these two roads must gain all access from Richards Road. This adds to congestion at the intersection of Richards Road/SE Eastgate Way for vehicle coming to or from the south. If land uses are added to this area in the future, this situation will be worsened. In the Eastgate Preliminary Screening Analysis, it was suggested that SE 30th Street be extended to connect with 139th Avenue SE, thereby improving the street grid network. There is an existing right-of-way that extends partially to the east that could be used. This connection also would improve access to the HOV ramps at 142nd Avenue SE, and to the freeway ramps at 148th / 150th Avenues NE. Another roadway improvement would extend 136th Avenue SE southward to link with SE 32nd Street. This would improve</li> </ul>

	connectivity to Kamber Road. Because of steep terrains, it would be difficult to extend 136th Avenue SE south of SE 32nd Street to Eastgate Way. Additionally, these suggestions are regarded as problematic by King County's Solid Waste Utility and their current expansion of the waster transfer station at the eastern terminus of SE 32 <sup>nd</sup> Street.
33	<ul style="list-style-type: none"> <li>▪ <b>Richards Road Stage II (2003):</b> Project began in summer 2001 and was completed in fall 2003. Project added 2 travel lanes and 1 center turn lane. Added curb/ gutter/ sidewalk between SE26th to Lake Hills Connector. Sidewalk is 6' on both sides. Added 5' bike lanes on both sides.</li> </ul>
34	<ul style="list-style-type: none"> <li>▪ Richards Valley is the last remaining significant area zoned Light Industrial in Bellevue</li> <li>▪ Area contains aging industrial uses, some are transitioning to other "interim" uses</li> <li>▪ However, there has also been some recent investment (PSE) and there is expected future investment (King County Transfer Station)</li> <li>▪ Is it important to retain light industrial? Or is it better to transition the area to some other land use? If the latter, what type(s) of use(s) would be appropriate?</li> <li>▪ Many environmental constraints exist – stream, wetlands, steep slopes</li> <li>▪ Might be opportunities for environmental improvement (improved wildlife corridors, combined stream channels, e.g.)</li> </ul>